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Continued from Page 15

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Bonuses-skipper digging in

A DISPUTE over bonuses involving skippers of stern trawlers flared up at Abordano on Wednesday.
The skippers were to hold an emergency meeting and had decided on boats would sail until a decision on further action had been taken by the skippers.
Joe McLean, secretary of the Aberdeen Trawler Officers' Guild said that the owners came up with "nothing" at a meeting over the issue and so the skippers called for their meeting.
"The matter could extend to skippers of every new vessel in the port."
We consider an apogee has been reached by the Aberdeen Fishing Vessel Owners Association which was introduced a new agreement effective from January 1978.
Until we get the agreement, the owners cannot enforce the agreement. The bonus has been discussed for eight months but the skippers are bloodied on this one.
It was decided at AGM that something is to be done. Another meeting will be held with nothing to be said.

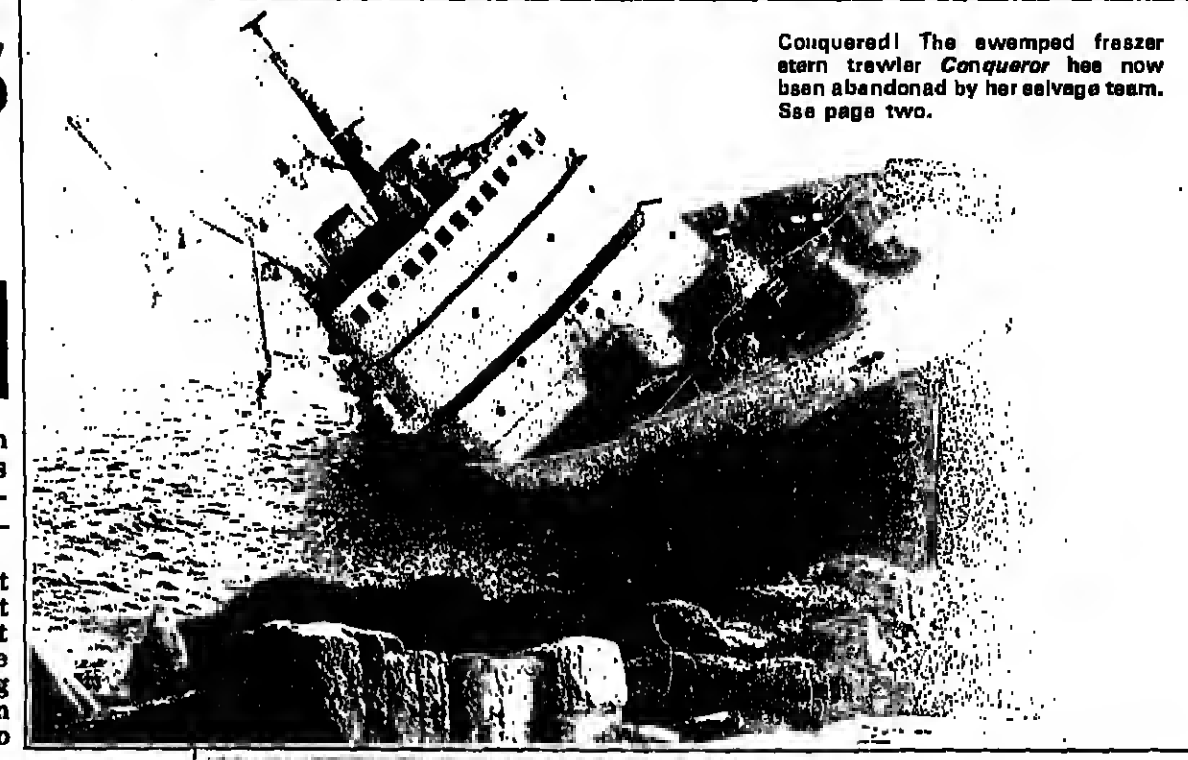
CRUSHED!

TWO GRIMSBY anchor-scutters were badly damaged last Saturday as BTT's middle-water trawler *Ross Jackal* manoeuvred stern in the fish dock before leaving on a trip.
Ross Jackal was damaged, but the scuttors *Olympic* and *Edley* are likely to require repairs running into many thousands of pounds.
Olympic has severe stern damage and *Edley* has extensive crushing along starboard side. Both were moored alongside West Quay.
Both are skipper and work through the B. Lawson and Dumbell firms, respectively. Repairs expected to take at least a month.
No one was injured in collision and *Ross Jackal* is able to proceed to sea.

HUMBER RAVAGED! -as trawlers sweat on Norway deal

THE HUMBER fleet is being torn apart while Britain waits for the EEC to strike a deal with Norway. As time goes on fears increase that Norway will unilaterally 'chop' all EEC vessels from her waters - deep water ships, Scottish seiners, the lot.
Under the present interim deal with Norway there is just not enough fish to go round. More than half the distant water wet fish fleet has been laid up in Hull and, at Grimsby, more than 20 similar vessels have gone to the wall. Only eight distant water wet fishers are operating from Grimsby and the situation would have looked even worse if it had not been for seven vessels being switched to middle water grounds.
Whether these trawlers will ever get to sea again is a subject for great speculation. Norway has threatened to kick all Community vessels out of her waters if the EEC did not come up with satisfactory proposals for a new deal by the second week of January.
This deadline has come and gone and the EEC is still wrangling over its internal policies.
In Hull, British United Trawlers has 15 vessels laid up. *Ross Sirius* and *Ross Orion* completed this figure last week.
A company spokesman said: "The industry wants a re-negotiated common fisheries policy from the EEC. Until you get that, you can't do any deals with third countries".
With only eight vessels operational at Grimsby, the

extent of the havoc in the port can be gathered from the fact that there the port boasts a fleet of 38 distant water wet fishers.
Several - like *Locarno*, *Ross Kondohar*, *Boston Concord* and *Prince Charles* - have not been to sea for well over a year and seem unlikely ever to return.
An official estimate of the numbers of distant water ships operational at the end of November was put at 24 vessels, but this figure did not include many of the smaller trawlers which had alternated between middle and distant water grounds.
Set against this figure, low as it was, this latest EEC bombshell is little short of a catastrophe for the port's three deep water owners.
One company spokesman told Fishing News: "The quotas are so poor we either



Conquered! The swamped fraser stern trawler *Conqueror* has now been abandoned by her salvage team. See page two.



Danes ready to settle

DENMARK is faced with agreeing to unacceptable fishing proposals by the EEC to stop what she fears is the even greater threat of Britain taking unilateral action.
The cut-back on Danish fishing proposed by the EEC is preferable to a complete breakdown in negotiations, which would lead to anarchy in the North Sea and the inevitable position by Britain of having to impose a 50-mile zone, Danish Minister of Fisheries, Mr. Jakobson, said as saying in his country's newspapers.
British minister, John Silkin, however, has taken an opposite line. Mr. Toornaa, chairman of the Danish Sea Fishermen's Association, is reported to have said it would be better to have no EEC agreement than to accept the Commission's proposals.
A leading article in the *Financial Daily Boersen* argues that, if negotiations break down and Britain imposes a 50-mile zone, Denmark should take the matter to the European Court.
An earlier report in the same newspaper quoted British minister, John Silkin, as saying he could not deny

that demands he would put at the Council meeting would, in effect, lead Britain to displacing Danes as the dominant fishing nation in the North Sea.
Another leading newspaper singled out Mr. Silkin as the principal opponent of Danish interests.
His hand was stronger than Mr. Jakobson's: If Britain accepted the Commission's proposals, Denmark would have to follow while if there was no agreement, Britain could introduce her own regime.

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Raised Rona fishing soon

THE Talmouth, Devon, trawler *Girl Rona* — raised from 200ft, down on the seabed last year — is riding in the River Teign after being restored.

Skipper-owner Rag Matthews abandoned *Girl Rona* as she sank off Dodman Point, Cornwall lost February. He and the crew were taken off safely.

The 50ft steel stern trawler was in an upright position on the seabed, but was written off by everyone — except Skipper Matthews.

A former member of the British Sub-Aqua Club, he knew lifting techniques used to raise a wartime RAF Halifax bomber intact off Norway in 1973 could be pressed into use.

He contacted Jack White of the BSAC and they decided a lifting operation was possible with five-ton plastic bags.

Divers began work in July

SALVAGE MEN abandoned attempts to refloat the £1-million Hull freezer trawler *Conqueror* on Sunday after two weeks of work at Mousehole, near Penzance, Cornwall. She was declared a total loss on Tuesday.

The Folkestone, Kent, firm of Eorossive had been within an ace of a salvage triumph. Before a southerly gale struck, tugs had been ordered for a refloating attempt which had been timed for 4 pm on Tuesday.

Work had almost been completed on her and Eorossive's managing director, Jim Rowland, spoke at the decision.

"There is nothing we can do about it," he said.

"We have decided to abandon her," said Mr. Rowland at Penzance on Sunday night. "There is nothing anyone can do now, for we are absolutely certain debris is falling out of her."

There was a diving survey

Conquered!

Salvage team abandons broken freezer

on Sunday in the inky-black water and the decision followed.

"She is definitely broken underneath, which means that the upper part of the ship couldn't be pumped out," he added.

"We have no alternative but to pack on our bags and go home."

The 1,000-ton vessel, which went aground just before dawn on December 27, now has an extra 8ft of depth, which meant the starboard side had caved in 8ft out of true.

"The water is now flooding the bridge of the vessel — at no time before was it there," he remarked.

The holes are due to the

surging sea. Mr. Rowland had anticipated that southerly storms were the major risks. For most of the time since *Conqueror* was stranded she has been in sheltered waters, with North-Westerlies prevailing.

The change in the weather brought a dramatic change in fortunes. "She is rolling about," he said. "The tip of the mast was describing a 25ft arc during the heavy weather and the forepeak was swinging through 15ft of movement left to right."

The list increased to 40 deg. The team was only days away from refloating her.

"On the Wednesday night we had six hours of calm southerly gales and it altered the situation of the vessel's two particular ways. She came back into another 6ft of water and went over another five degrees," he said.

The surge and swell were severe. "The sea had broken through into the hull and blown the centre of half-forward hatch off."

Only two hours more and had been needed to get the engine room after that it would have been retained.

Now, the UK Trade Mutual Insurance Co. is paying for the vessel.

COMMENT

THE DILATORY attitude of the EEC in its dealings with Norway is now coming home to roost — right in the Humber fish docks.

The interim deal with Norway is proving about as useful as giving a single fish to a flock of seagulls. Trawlers are being laid up wholesale because there is just not enough fish to keep them in business.

The burden of this temporary arrangement with Norway might be bearable if the prospects of a later term deal were looking good. But with every passing day that EEC spends wrangling over its own rights the Norwegian attitude seems to be hardening.

If, as the nukes from Norway would have believed, she intends to kick out all the EEC fleet, the implications for British fishing would be enormous. While the focus of attention is now on the fate of the Humber fleet, some of the best and most efficient caught fish is still being brought back from Norway by Scottish seiners fishing south of the 52nd parallel. These vessels have to pull out, the foundations of the whole of Scottish fishing would be shaken.

This is, of course, one side of the story. Unilateral action by Norway would not be exactly beneficial to her fishermen. Norway takes 127,000 tonnes of British herring, while in return the UK catches 150,000 tonnes of Norwegian herring. The UK catch is 150,000 tonnes last year.

This is a huge imbalance, but it is to some degree offset by the value of fish taken. The 44,000 tonnes of cod and haddock we take is offset by the 100,000 tonnes of sprats, mackerel and herring.

On this basis, we were surprised to hear representatives of the Scottish Fishermen's Federation telling a House of Commons sub-committee last week that there was a growing feeling among the skipper that it might be better to clear out the Norwegian altogether. This type of gut reaction assumes that, overnight, fishermen would be happy to switch over to all the sprats, mackerel and herring and suddenly available.

First, we doubt that; and secondly, with the EEC doing out the quotas, would all that extra suddenly come back to Britain?

PERHAPS we should be wary of getting carried along with Minister John Silkin's euphoria over latest EEC proposals for 'fishing plans' as an acceptable basis for agreement on a Common Fisheries Policy. A press communication issued by the Commission says that, not only will the Commission control of the zones between 6-12 miles, but beyond.

THE FISHING NEWS

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Assistant Editor: Ian Strutt

Scottish correspondent: Gloria Wilson

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Our Rachel — inshore trawler from Scarborough.

£44,000 start for pair team

GRIMSBY got back to something approaching normality last week after a dismal and depressing start to the year.

Landings of over 10,000 kits, although an improvement, were again disappointing. A fish shortage was averted, however, as thousands of hoxes of overland supplies came in from Scotland and the north.

Easily the best performance by the home fleet came from the pair trawlers *Margrethe Bojen* (Sk. Jens Bojen) and *Frances Bojen* (Sk. John Richardson). They had a combined landing of 1,240 kits, almost entirely North Sea codfish, which sold through the H.L. Taylor agency for £43,927.

It was a great start to 1978 for the port's top pair. The 13-day trip took in some of the foulest weather in years and the grossing only missed the pair's own port earnings record (set last year) by £3,322.

Top trawler grossing came from Consolidated Fisheries' *Notts Forest* (Sk. 'Cocker' Musall), the only distant water trawler landing all week. From 973 kits she earned £14,046 after a long 28-day trip to the White Seas.

BUT's *Ross Jaguar* (Sk. Denis

Speck) took an early lead on the worst supplied market (908 kits only landed on the Tuesday, to head the middle water fleet.

After 16 days on the Westerland, she returned with 480 kits to gross £16,518.

Runner-up was sister-ship *Ross Cheeta* (Sk. Tom Ross) with £15,046 from 673 kits, mostly haddock and cod.

Yesso (Sk. Peter Brown) had £11,260 from 406 kits to head the H.L. Taylor trips, where the weak ended badly as *Hondo* lost 114 kits of dogs to the usual plant from a turnout of 276 kits. She grossed only £4,804.

Lindsey Trawlers' *Lucerne* (Sk. Steve Davidson) did well from a 14-day North Sea plaice trip making a useful £10,491 from 257 kits.

The port also landed the first local seining trip of the year when Britto (Sk. Tony Chaster) picked up £2,349 from 79 kits through the Vanbrin agency.

Of special interest was a mini-midweek invasion from the Scarborough inshore trawlers *Our Rachel*, *Cassomonda* and *Pathfinder* landing through A. E. Richardson & Co.

Best figures here came from Skipper Bob Mainprize's twin-engine equipped *Pathfinder* on £10,377 from 345 kits.

RUSSIAN TRAWLER TAKEN HOSTAGE

THE RUSSIAN trawler *Anton Tommsoore*, which has been detained at Millbay Docks, Plymouth, since last Thursday, is at the centre of a legal wrangle related to the sinking of a British coaster in the North Sea in 1976.

The 92 crew members of the 91-ton vessel have been enjoying an unscheduled winter holiday in the city while three companies of soldiers, and the Admiralty Marshal, have been conducting negotiations which are now at deadlock.

The central dispute at present hinges on the ownership of *Anton Tommsoore*.

Continued on page 16

Manx herring — board takes its percentage

FOLLOWING last year's record £53m, Manx herring season, the island government's Board of Agriculture and Fisheries has decided to change its system of calculating landing fees from a fixed price per unit to a percentage of the value.

In an order released at the weekend, the board stated that the change will mean it will calculate landing fees at one-half per cent of the monetary value of all herring landed and sold at the four main ports — Peel, Douglas, Port St. Mary and Castletown.

This figure was over 14 m. up in the start of the October close season last year, the rest of the quota being landed at other designated North Irish Sea ports.

The present landings levy operating in the Manx fishery is 8p per unit which was earned over £80 at the quayside auctions last year. It had been 4p per unit but was doubled last May.

Now the Board of Fisheries says its administrative expenditure has almost doubled again since then, primarily due to the conservation measures and management of the fishery to preserve herring stocks.

It is empowered to levy landing fees under the Manx Government's Herring Industry Scheme. The proceeds of such levy are used to administer the scheme and further the industry generally.

"The change to an ad valorem scale of levy contributions should enable the operation of the scheme to be self-financing," the new order states.

"The new percentage sum is thought to be advantageous to the board because it will fluctuate with herring prices. Last year's huge prices meant little to the board as it was still being paid the fixed price of 8p per unit."

Shared equally between fishermen and the buyers, the fees will be paid to the board through salesman licensed to conduct auctions.

There has been a sharp difference between the Irish Minister for Fisheries and the Irish Fishermen's Organisation.

The fishermen are accusing him of reneging on the 50-mile limit claim and the Minister is refusing to clarify remarks he made that Irish boats did not fish beyond 20 miles out from the shore.

The Irish Fish Producers' Organisation and the political opposition has also weighed in against Mr. Lenihan.

Following the unresolved fishery discussions in Brussels last week.

Statements were attributed to Mr. Lenihan in Brussels that he had said Ireland did not need an extra amount of fishing on the west coast, and that Irish boats did not fish

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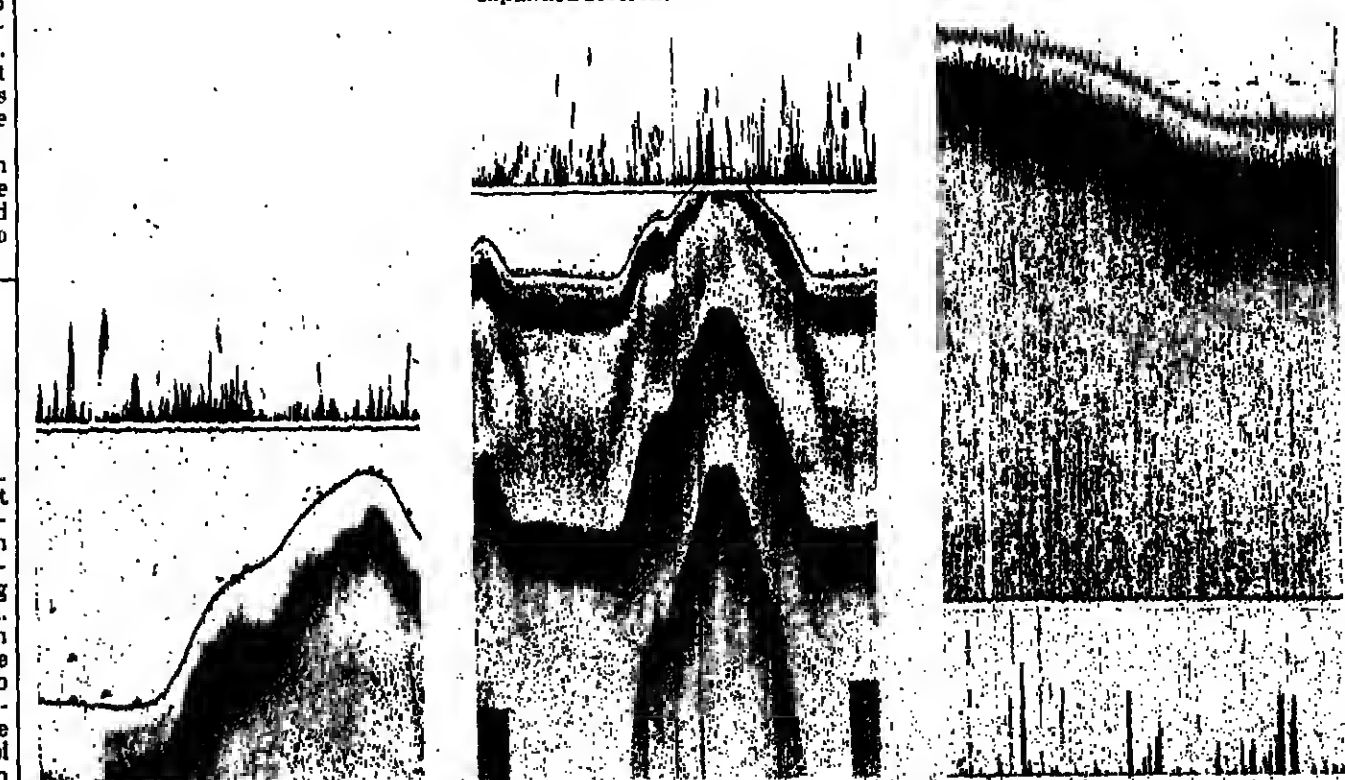
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SABOTAGE 'PAYS OFF'

TWEED salmon fishermen netted their biggest catches of the season after the River Tweed Commissioners' patrol launch had been sabotaged at her moorings. Patrols by helicopter and fishery protection vessels had to be stepped up.

This was revealed by Lambert Carmichael, chairman of Berwick Salmon Fisheries, when shareholders decided on a 7 1/2 per cent dividend after hearing the company made a £10,500 profit from salmon, plus £9,500 from frozen

food marketing. In 1978 the group lost almost £8,000.

Mr. Carmichael also announced that the Salmon Co's headquarters had been sabotaged to the premises of its subsidiary, Border Fares, on the opposite bank of the Tweed at Berwick.

The retiring directors, Mr. J. C. Hurst and Mr. H. G. McGrath, were both re-elected to the Board.

'Fishing plan' solution

THE NEW term — the means by which the "fishing plan" — has been considered if tossed into the EEC Council are considering if negotiating arena. This is can be met, Minister John

Silkin told the House of Commons last week.

While there was still considerable opposition to his demands, Mr. Silkin said he believed that some progress had been made.

"Nevertheless the Council was now willing to consider whether our demands can be met by means of fishing plans. That is an important advance and I believe also that not too much separates us from our partners on the important issue of conservation measures."

Shadow spokesman on fisheries, John Peyton, accused Mr. Silkin of throwing meaningless phrases about. He wanted to know what was meant by fishing plans?

Fishing plans were used at the time of the cod war with Iceland, explained Mr. Silkin. "A fishing plan is a basis whereby a particular zone of water is reserved for fishing vessels of particular nations in particular numbers fishing for a limited number of hours or days for a particular species of a particular

season. It can be as definite as that."

"It would have to be permanent, and it would have to represent an offer to us by the Community of that coastal preference which was given away in the Treaty of Accession."

Mr. Peyton pointed out that while quotas were not invitation to cheat, fishing plans would be difficult to transmute into anything that would work on the high seas. The minister can no longer conceal that his way and that of the industry are parting, he said.

Meanwhile, in Luxembourg, British M.P. protesters because they were not allowed to question Finn Olav Gundelach, the Fisheries Commissioner, after he had made a report on the same meeting.

Mr. Gundelach said the Commission had strongly underlined the use which could be made, in control, by the concept of fishing plans. It would enable them to control in detail the fishing effort allowed for any nation operating in a prescribed water.

"The result of the proposals was that while the EEC had suffered a 7 to 8 per cent loss in fishing possibilities, the United Kingdom would have suffered no loss compared with the situation between 1973 and 1976."

Britain could not have full satisfaction on cod, said Mr. Gundelach, because the amount of cod necessary to do that was not available in European waters without virtually wiping out the cod fishing of other countries.

All delegations, he claimed, considered the Commission's proposals as a workable basis for a compromise. A solution might not be found in 10 days but significant progress had been made.

"I feel the Ministry must be bold enough to prohibit all beam trawling within six miles while they negotiate with the EEC," he said.

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BRING IN SIX-MILE BAN-SFC

CORNWALL Sea Fisheries Committee agreed to press for regional catch quotas and restricted fishing licences at a meeting in Truro last Friday.

And the ultimate gill should be a six-mile limit for all boats, Cornish or otherwise, over 50ft.

If agreed, the measure would not only conserve mackerel stocks but protect smaller boats.

Chairman of the committee, Jim Philip, spoke of his meetings with Ministry of Fisheries officials in London. He said that new licences are in the pipe-line — and to incorporate changes that would benefit Cornish fishermen, they should let their views be known.

Pressure

If enough pressure was put on the Ministry, however, there was no reason why a six-mile limit to protect the under 50ft. boats could not become reality.

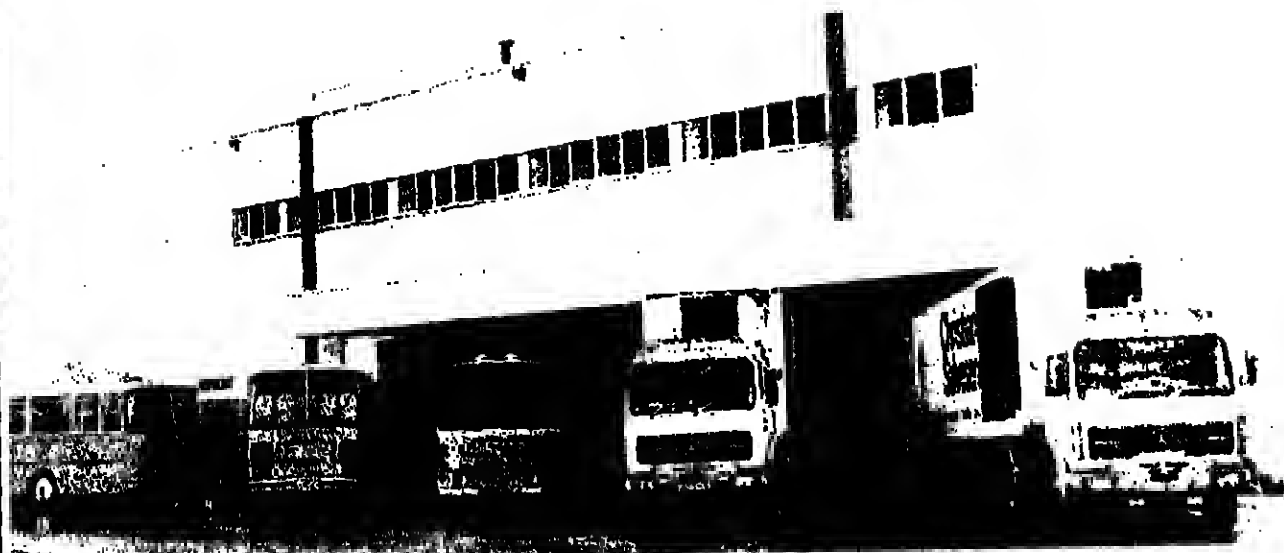
"I am perhaps being optimistic, but we must leave no stone unturned to get this six-mile limit. It is being discriminatory but it is necessary," said Mr. Philip.

Mike Hosking, a Porthleven fisherman, criticised the Scots boats off Cornwall which "took their quota of mackerel" then went off in search of pilchards which did not need a licence.

"We must remember that when our waters no longer contain fish the Scots will go elsewhere, but the Cornish cannot," he said.

Regarding the size limits on boats seeking shellfish, the committee decided to advise the Ministry there would be no advantage in reduction of size of boat from the present 50ft. to 40ft.

The answer was in restricting the number of pots used.



The new Christian Salvesen cold store at Boulogne.

SALVESEN EXTEND COLD CHAIN INTO FRANCE

TO THE SKIRL of the bagpipes a well-known Scottish name launched itself on the French cold store scene last week Christian Salvesen has gained a first footing in France with a new 20,000 cu.m. cold store just outside Boulogne.

The opening was performed by Jean Wahl, chief civil servant to the Minister for Food Industries in France, and specially imported for the occasion was the British Caledonian Pipe Band.

M. Wahl welcomed the move by Salvesen into France and said: "I think Boulogne has good reason to devote a major part of its development to the cold store industry. The port represents an important point of contact between

Great Britain and Continental Europe."

With its specialised service for customers — including repacking and distribution of the product — Salvesen seems to be "out ahead" in progress, said M. Wahl.

The reasons for the move into Boulogne were given in a speech by Salvesen's chairman, Max Harper Gow. "In Boulogne we recognise the development of a fishing port similar in many ways to Grimsby, where we set up our

first cold store operation in the UK.

"Grimsby, formerly only a fishing port, has over the years developed to become the largest single centre in the frozen food business in England, as well as attracting around it much other industrial development."

Strong

Mr. Harper Gow went on to say that it might seem impertinent for a Scottish company to extend its cold storage activities in France — a country which already had its own strong cold storage tradition.

"However, our activities are not wholly confined to bulk cold storage. We have developed many other services for customers in the UK and it is our hope that some of these may, in due course, be of assistance to the agricultural and food processing industries of France. Particularly those situated here in Picardy."



Jean Wahl opening the store.

'Starbank' sold to Scotland

FLEETWOOD'S winter fleet has been further reduced with the sale of the 73ft. Starbank to Scottish owners.

Starbank, originally owned by J. N. Ward and his Ltd., helped make the Fleetwood's biggest post-travelling force in the last 1976.

She was also well known for her part in the search



'Starbank' — sold to Fawburgh.

the Welsh coast for a wrecked vessel. Starbank's sale follows the sale of four other boats to Scottish owners a few weeks ago.

Thors Hestvold, manager for Ward, said that the reasons for the vessel's sale were that fishing is slack in the area, port costs are high, and so are fuel charges.

She said: "The ship is uneconomical for fishing being much better suited to Scotland where the port is right on top of the ground. The vessel has been sold to Fawburgh owner."

NEW CO-OP APPOINTS DIRECTORS

THE NEW Starbank Fishermen's Co-Op (Fishing News January) appointed a board of directors this week.

John Nicholson, skipper Alpha, is chairman of the board. The other directors are John Morrison, Ayrton and chairman of Starbank Fishermen's Port Company; Frederick Marlow, Skipper; Rudolph Macdonald, Golden Strand; Norman Macdonald, North; Donald Murray, Hays; and Donald Macdonald, Isabella.

The co-op should be operating in about 10 months. A survey by the Boulton Chamber of Commerce produced in 1974 showed that the West European market for frozen food would be around 2.8 m. tonnes by the end of the decade — a growth of 130 per cent from 1972. The leading countries in this frozen food expansion were forecast as the UK, West Germany and France.

January 27, 1978

Americans get 'tanked-up'

TWO AMERICAN west coast skipper-owners flew 6,000 miles to attend a one-week training course in fishing gear technology at the White Fish Authority's training centre in Hull last week — and they considered it well worth the journey.

The skippers — Nash Favaloro of California and Barry Fisher of Oregon — read about the course in our sister newspaper, *Fishing News International* and they met WFA staff at last year's Halifax and Seattle fisheries exhibitions.

Nash Favaloro (54) operates two boats: the 58ft. 335hp New Miss Inez he skippers himself and the 45ft. 165hp Miss Inez commanded by his younger brother.

"As there is not too much fish in the shallow water around our coast, I fish mainly in deep water, bottom dragging for sole," he said.

"It has been well worth the time and the money. I have learnt a lot by actually seeing what goes on under the water instead of just guessing."

"We have been guessing in the right direction, but not 100 per cent, as the WFA flume tank has shown only too well."

"The course has given me a lot of ideas for modifying my own boat."

Barry Fisher (49) started in longhairs and line vessels with dorset from skippers in New England. His present vessel, delivered last May, is a 60ft. steel stern ramper named *Excelsior*.

He is having another built — an 80ft. steel stern ramper due for completion in June this year. She is somewhat radical — twin screws, twin Kort nozzles with engines aft in the stern.

Captain Fisher said: "This has been an incredible week for me. It probably sounds foolish but I think I have learnt more here in five days than in 20 years at sea."

"It has not only given me plenty of ideas for improving

my own trawl, but it has also taught me that some of the things we have been doing have been incorrect. It has cleared up problems that have puzzled me throughout my fishing life."

"Rather than spend two or three thousand dollars for a new net, you would be a lot better off to come over here and take this course. It is excellent value for money."

"One thing that is really noteworthy is the competence and dedication of the staff."

"One thing that astounds

me about the WFA is how they are able to do so much good work on such a limited budget," he said. "Our Federal Fisheries Service has a budget of approximately £46 million. We never see them in the ports and we get nothing from them."

One interesting development on the west coast of the USA has been the introduction of the high-lift, four-panel bottom trawl designed by the UK Marine Laboratory at Aberdeen. This trawl is achieving some

success in the States thanks, largely, to Barry Fisher.

Commenting on future courses, WFA training manager Duncan Amos said: "There has been such a heavy demand for the gear courses that we are now fully booked until June 1978."

In addition to applications from British skippers, we have also had enquiries or enquiries from Norway, Denmark, Sweden, South Africa, India, Uganda and the United States."



Nash Favaloro (left) and Barry Fisher (right) during the WFA gear course. With them is fisheries instructor, David Willemans.

GAINS FROM MOVE TO 90mm-BROWN

ARBROATH Fishermen's Association is worried about the proposal being put forward by the EEC to raise the minimum size for trawl mesh to 90 mm.

South Angus MP, Andrew Welsh, has written to Hugh Brown, under secretary of state at the Scottish Office responsible for fisheries, to raise the subject.

Mr. Brown, in reply, has stated that the EEC proposals do include such an increase to 90 mm — but there has been no agreement on this.

"I am well aware that there is concern over the 90 mm. mesh size proposal particularly among Scottish inshore fishermen."

"It has to be remembered, however, that North Sea white fish stocks are under extreme pressure."

The extent of this pressure on haddock stocks can be gauged by the fact that scientists have advised a total allowable catch (TAC) of only 106 tonnes in 1978, compared with a TAC of 206,000 tonnes in 1976.

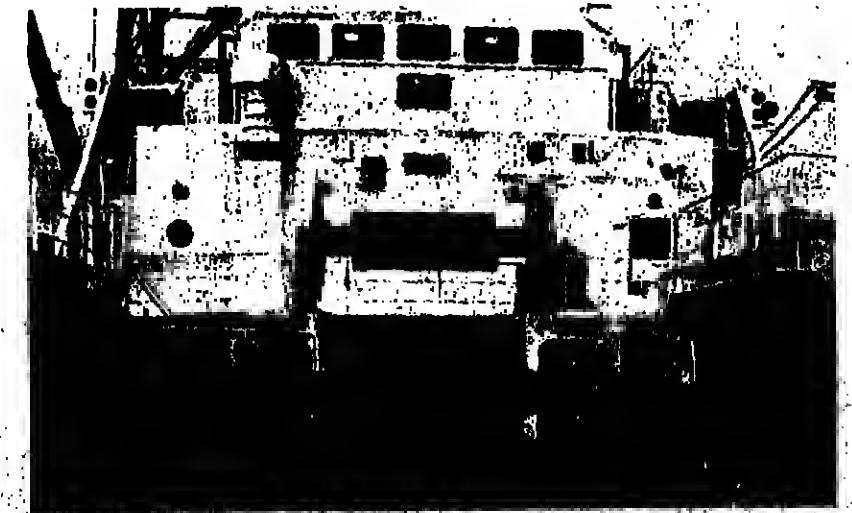
There is, therefore, a special need to conserve haddock in the North Sea which are important to Scottish industry and consumers; and whilst an increase in mesh size would in the short term result in reduced catches, it should produce long term gains."

Mr. Welsh said: "I am not satisfied with this reply and want a further breakdown of the figures given by Mr. Brown. It is up to this Government to do much more to protect the interests of Scottish and English fishermen than they have been doing."

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Fleetwood trips lose thousands

FLEETWOOD'S pair trawlers have again been hit by gales on the north of Scotland grounds.

This resulted in a loss of thousands on the week's trips, said Mr. J. Crass, manager for J. Marr and Son.

Navea and Armana were the first trawlers in Navea, commanded by Skipper Don Evans, landed only 233 kts for a grossing of £8,630, while Armana (Sk. Jim Laird) had 259 kts which sold for £9,926.

Making the picture even more miserable was the fact that the ships had been at sea for 20 days due to time lost because of engine trouble.

Things were little better for the pair-fishers Norina and Idena. Norina (Sk. Bill

Render) landed 529 kts which sold for £17,748, while Idena (Sk. Victor Jones) landed 11,256 from 34 kts. This is around £3,000 (than the owners expected).

There was some bad news for the smaller water trawlers, especially *Wilson* (Sk. J. Banks).

She returned to port 15 days with 340 kts sold for £9,742.

On the same day *Boston* (Sk. J. Banks) returned to port with 290 kts for a grossing of £8,455.

Top of the small ship was the Irish trawler *Marina* (Sk. Bill) grossed £9,506 for just 10



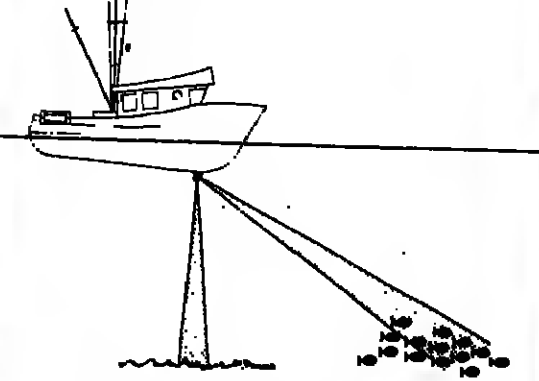
'Starbank' — sold to Fawburgh.

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Sprat glut queues

VERY COLD weather has boosted sprat catches off the north-east coast where large shoals are reported as far south as Scarborough.

Grimsby's 25-strung fleet of vessels working sprats has been quickly in action. After the eight-day road transport strike caused the suspension of landings at Grimsby, the sudden glut was too much for the local meal factory. A small queue of vessels waiting to discharge built up.

The meal factory is still able to cope with only about 100 tonnes a day, so most of the Grimsby fleet has landed either in Hull or at North Shields to avoid a bottleneck.

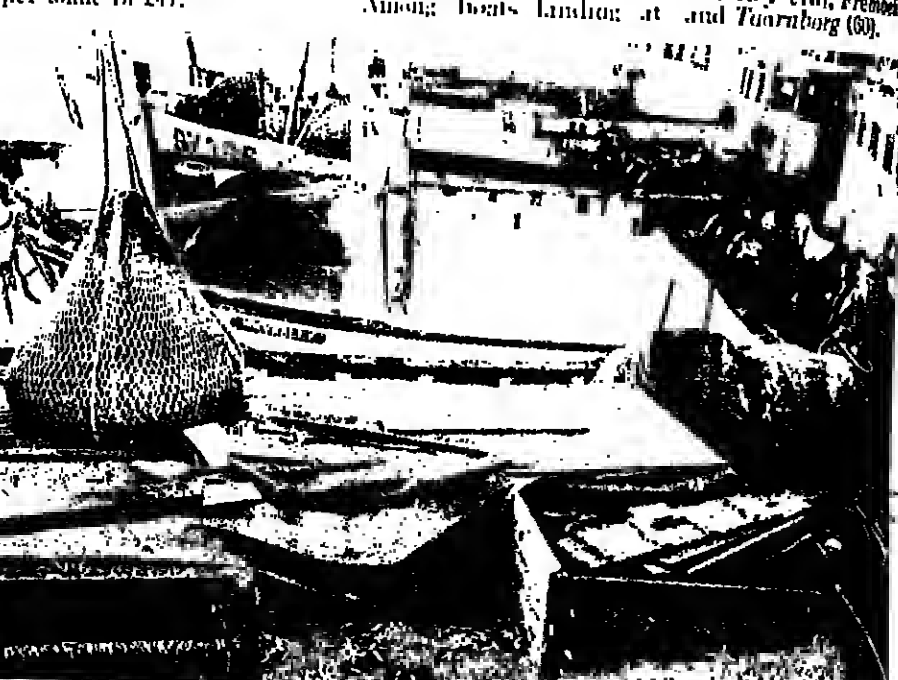
Some skippers were upset about a quota system which, they claimed, Scottish vessels had imposed based on a figure of a certain daily tonnage of fish per crewman. As

they carry only a comparatively small crew, the rule forced them home.

Another line of contention was a reduction in price by £1 per tonne in £17.

The return of heavy winds and weather in midweek largely halted landings and the backlog was cleared by last weekend.

Among boats landing at Grimsby last week were: *Johnnie* (25 tonnes), *Johnnie* (25 tonnes), *Johnnie* (25 tonnes), *Johnnie* (25 tonnes), *Johnnie* (25 tonnes), *Johnnie* (25 tonnes), *Johnnie* (25 tonnes), *Johnnie* (25 tonnes), *Johnnie* (25 tonnes), *Johnnie* (25 tonnes).



Survey fee 'eyewash'

SIR, My inshore boat is just going to complete the requirements of the Fishing Vessel Safety Survey Certificate and, like most other boats, it has cost a great deal of money which we now have to earn.

I was very pleased to see that, because of pressure, the fee for survey had been reduced from £430 to £260, plus £55 for radio inspection, etc. Furthermore we could pay the amounts over a period of four years.

I wrote to my local OTI surveyor and asked for confirmation of when the certificate would be issued. I received nothing but this statement:

First issue of UK fishing vessel certificate £280.00
Radio survey fee £55.00
Periodical inspection, £115.00

Smack 'Jack' being saved

SIR, I wonder if any Fishing News readers could help with information about an old Lowestoft fishing smack named *Pilot Jack* that I am beginning to rebuild.

Her fishing numbers were LT 1212 and she was built by Colby Bros. of Oulton Road in 1920, together with the sister ship *Flag Jack*. She is about 76 ft. overall and was converted to auxiliary in 1925. I believe she was fishing until removed from the register in 1951. By this time she had been converted again to full power.

I found her in a creek here, having been sunk for some 12 years. On floating her and cleaning her up, I have discovered her to be pretty sound throughout. I am particularly anxious to track down her original skipper as I want to re-rig her exactly as she was.

Readers may also be interested to know that my enquiries have discovered that *Excelsior*, *Boy Eric* and *Master Hand* are also being slowly rebuilt.

42 Woodroffe Park, Melton, Essex.

LETTERS

Admin. charge..... £47.30

£477.30

Over four years I.e. £119.30 per year.

This fee — or should I say the sum of money we had to pay to the OTI — was £430. After all our hard work and pressure, it now appears to be £477.30 but payable over four years!

What on earth does the DTI think it is doing?

Why, on top of everything else, do we now have to pay £477.30 (110%) because the Government has introduced rules it now finds it has made no provision to finance the administration of. Where else in industry producing food and exports (most of our sprat catches are sold to France in

the Summer) does the Government do this?

A second point is the £115 periodical inspection — which we have to accept will be increased or amended according to the statement from SUR 221 (H/SUR 77).

This means little more than asking £115 to £260 as it's for the same thing. Previously they would have returned to inspect boats later without charge.

I should have paid the £430 plus the £55 on the dot.

All that 42 per cent reduction in fees was just a cynical money line to be pulled — call it fee, admin. charge, periodical inspection charge or whatever. £477 and not £430 or £480 with rail. Do you think this

has been clearly explained to you?

I think we are at the start of the steep climb together the DTI fishermen.

It is clear the DTI has set up a system of payment periodical inspection that it is virtually impossible to afford and budget, or know when or where to fish.

At a periodical inspection (which we have to pay for) an unexpected and main so expensive?

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Bluecrest in London

BLUECREST FOODS is opening a London sales office on February 1 to market Bluecrest seafood products.

The office will be headed by Denis Roberts, late of the May, London, NW7. The address will be: Bluecrest House, 526-528 Watling Street, London, NW7. Phone 01-906-0611.

OYSTER LICENCES LOW BREWING

OYSTERMEN at Maldon are faced with losing long-held family rights. A council proposal has been made to end the issuing of licences to lineal descendants of the old Borough's oyster fishermen.

The council's chairman has described these rights as "an absurd anachronism," and the council is currently reviewing the issue of oyster dredging licences. Under the proposed new system, licences would still be issued to those who can prove that fishing is in their blood.

Russell Pitt, a former Maldon councillor and one time chairman and driving force behind the Maldon Fishermen's Association, is a member of one of the old fishing families.

Speaking to Fishing News of the background to dredging licences, he said that in the last ten years people have been taken to court on two occasions accused of dredging for oysters on land leased by the Borough Council.

Claimed

In both cases the prosecution was unable to prove title to the fishery.

This alleged title was claimed on the strength of the Borough's original Charter, which antedates Magna Carta — 1215.

The original document has disappeared, but Mr. Pitt contends that, even if it were still in existence, it would not necessarily give the council title to the fishery.

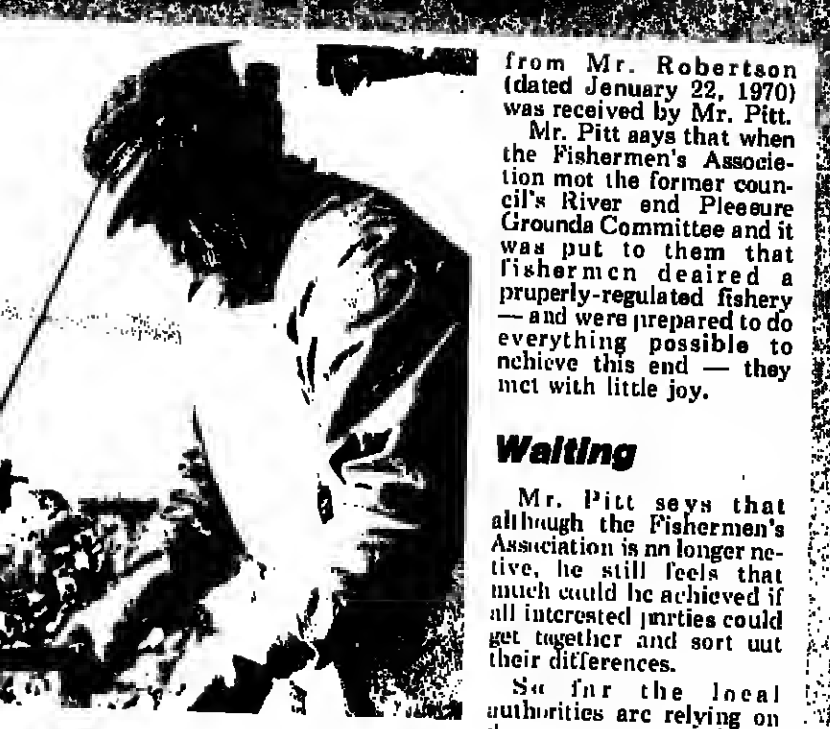
When the Tollesbury and Mersea Oyster Co. was formed over a century ago, it became involved in a court case with Maldon Borough Council over dredging rights, and the council was unable to prove title.

If it could not prove the case then, its present claim would seem to be difficult to sustain.

An earlier development, reported in the local paper

MALDON is a small town in Essex with an ancient Charter and an equally ancient fishery. Conflict has raged between fishermen and authorities for many years. Although the old Borough of Maldon was swallowed up in the reorganisation of local government the fishermen are still at odds with the new Council, reports PAT O'DRISCOLL.

Right: Russell Pitt — fighting for common rights.



being translated and examined to present to the Land Registrar as proof of the council's title.

Mr. Pitt claims that the council has no right to lease the grounds because they belong to fishermen as a common right.

Leasing

During the 1950s, when the council made known its intention of leasing the dredging rights of Mayland Creek to a company outside Maldon, Mr. Pitt bitterly contested this move on the grounds that the council had no right to dispose of something which did not belong to it.

The former council sought Counsel's opinion on their right to the fishery, and Mr. L. K. E. Burreham, QC, is recorded as having stated that he considered the documentary proofs of the council's title to a several fishery to be adequate, despite the difficulty in identifying the old place names used in the Charters.

If the original 1171 Charter has been lost to what charter are they referring?

Mr. Burreham further advised the council that proceedings should be

from Mr. Robertson (dated January 22, 1970) was received by Mr. Pitt. Mr. Pitt says that when the Fishermen's Association met the former council's River and Pleasure Grounds Committee and it was put to them that fishermen desired a properly-regulated fishery — and were prepared to do everything possible to achieve this end — they met with little joy.

Waiting

Mr. Pitt says that although the Fishermen's Association is no longer active, he still feels that much could be achieved if all interested parties could get together and sort out their differences.

So far the local authorities are relying on documentary evidence which has not been shown to fishermen.

The fact that some of the documents are in Latin does not mean that the fishermen could not hire a suitably-qualified representative to examine the documents on their behalf.

The Maldon fishermen are now awaiting the council's next move. They are hoping that it will be more enlightened than its predecessors in dealings with fishermen.

Mr. Pitt says that the council has no right to lease the grounds because they belong to fishermen as a common right.

Salmon war charges

THE CREWS of four fishing boats are to appear at Duns Sheriff Court in March in connection with the east coast salmon war which blew up five months ago.

The fishermen — from the Eyemouth-based *Silver Viking*, *Nicholas*, *Robert Douglas*, *St. Nicholas*, *Robert Aitchison* (Jnr.), *John Douglas*, *Norma Murchill*, all Eyemouth. *Rachael Douglas*, *John C. Wilson*, *Tweedmouth*, *Berwick*.

Green Pastures: *Alexander Thornburn*, *Marion Thornburn*, and *Michael Thornburn*, all in *Mosselburgh*.

Silver Viking: *James Douglas* (Jnr.), *John Douglas*, *Norma Murchill*, all Eyemouth.

Rachael Douglas, *John C. Wilson*, *Tweedmouth*, *Berwick*.

Green Pastures: *Alexander Thornburn*, *Marion Thornburn*, and *Michael Thornburn*, all in *Mosselburgh*.

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'Forester'—a racing cert

C. S. FORESTER is certain to win the 1977 Hull District Water Challenge Shield Competition even though the final table cannot be compiled until vessels return from trips started late last year.

C. S. Forester has monopolised the lead in every table since she triumphed in 1976 with just 982 points, dividing her end Homard races — the previous holder.

Kits		Points
1.	(1) C. S. Forester (Newington)	24,107
2.	(2) Ross Sirius (BUT)	17,830
3.	(3) Somerset Mougham (Newington)	18,767
4.	(4) St. Giles (Hamling)	16,456
5.	(5) Arctic Cavalier (Boyd)	16,428
6.	(7) Loch Eriboll (BUT)	16,538
7.	(8) Lord St. Vincent (BUT)	16,149
8.	(8) St. Gerontius (Hamling)	17,920
9.	(11) Ross Altair (BUT)	12,082
10.	(10) Ross Union (BUT)	16,321
11.	(14) Ross Trafalgar (BUT)	13,091
12.	(12) Arctic Rebel (Boyd)	12,911
13.	(13) Hammond Innes (Newington)	15,104
14.	(9) St. Dominick (Hamling)	15,671
15.	(16) Ross Leonis (BUT)	14,817
16.	(17) Kingston Amber (BUT)	14,341
17.	(18) Palsiff (BUT)	14,812
18.	(19) Ross Chivalier (BUT)	12,948
19.	(20) Westella (Merr)	11,798
20.	(19) Arctic Vandal (Boyd)	12,518



Blue whiting — the only outlet might be the fish meal plant.

IN THE many years of sea fishing, the fishery has been the only one to be exploited to a degree that has led to a ban on the fishery.

The ban is the result of the fact that the fishery was a very important part of the Norwegian economy and the fishery was a very important part of the Norwegian economy.

According to the ICES Liaison Committee Report for 1977, the Netherlands and the United Kingdom (Scotland) alone discarded about 40,000 tonnes of haddock and about 34,000 tonnes of whiting in 1976. These fish were thrown back into the sea with very little chance of surviving.

If the objective is a maximum sustainable yield of these species which are at present caught for direct human consumption then the answer could be: 1. An increase in mesh size in the fisheries for human consumption in order to avoid discards.

It has already been indicated what that may mean for haddock and whiting, but

Why outlaw industrial fishing?

THIS article by J. Møller Christensen, director of the Danish Institute for Fishery and Marine Research, is reproduced by kind permission of the White Fish Authority from its publication Fisheries of the European Community*

However, a ban on the major part of the industrial fisheries would mean that immense resources of fish would be left in the sea — resources which could be used for what can be called "indirect human consumption".

These would be species like Norway pout and sandeel, the 1976 catch of which approached one million tonnes. According to the ICES Liaison Committee Report for 1977 there is at present no biological need to restrict the fishery on sandeels and Norway pout for the sake of the species themselves.

Banning or cutting down fisheries of that size in order to obtain an increase in the catch of other fisheries should also be seen in the light of the consequences for shore-based activities, employment, etc.

For these reasons the second answer is absurd, and so is the objective put forward at the beginning of this section.

Since it is impossible to obtain a maximum sustainable yield of each of the exploited stocks in the North Sea at the same time because the fish are mixed, one reasonable answer seems to be to attempt to increase the yield of each stock (whether fished for human consumption or for industrial purposes) without

greatly changing the present pattern of fishing so as to minimise economic and social dislocation.

Looking at it from a European Communities point of view, it ought to be a problem of weighing the value of the different types of fisheries where there is a conflict, taking into consideration their respective importance in economic and social terms, and in terms of their value as producers of protein.

For many years the words "industrial fisheries" have been used by those who oppose this fishery with an almost religious undertone of abusing the resources of the sea for some dubious purpose.

The fact is that about 95 per cent of the so-called industrial landings are used for the production of fishmeal which is used as a fodder additive to increase the meat production rates of broilers, pigs and so on.

The fish oil is mainly used for manufacturing margarine and, thus, direct human consumption. Part of the remaining 5 per cent is used to feed farmed trout.

The difference between fishing for human consumption and for "industrial purposes" is, therefore, that while the catch of the former consists of fish which go to the consumer either directly or

We should weigh carefully the consequences of barring or cutting down fisheries.

after having passed through filleting, factories, canneries, etc., the catch of the latter goes to the consumer in the form of chicken, pig meat, trout, etc., or more directly in the form of margarine.

When converting fish meat into meat of other animals there is a loss of energy, but correspondingly there is a loss of energy when, for example, a cod or a whiting is produced in the sea on a diet of Norway pout or sandeels.

It is quite conceivable that the large industrial fishery has brought about a considerable change in the North Sea ecosystem.

The herring stock has been depleted and so has the stock of mackerel. In the beginning of the sixties the total biomass of fish in the North

Sea was about eight million tonnes, of which five million tonnes were herring and mackerel.

Today these two species constitute only about one to 1.5 million tonnes, but the total biomass in the North Sea is still estimated to be eight million tonnes.

Other species like sprat, sandeels and Norway pout seem to have taken the

'The Netherlands and the UK (Scotland) discarded 40,000 tonnes of haddock and 34,000 tonnes of whiting in 1976'.

place in the ecosystem which was left open when the large quantities of herring and mackerel were caught.

It must, however, be more than a coincidence that, together with the depletion of pelagic fish stocks in the North Sea, an unprecedented increase in recruitment also took place in gadoid stocks like cod, whiting and especially haddock.

It is beyond discussion that the re-establishment of the herring fishery in the North Sea is most desirable. It is, however, an open question whether the re-establishment of the pelagic stocks to a size resembling anything like their magnitude in the early fifties will not have repercussions on the size of the demersal stocks.

It is obvious that any severe interference with the present fishing pattern should be avoided as long as the result is unpredictable.

The most reasonable thing to do at present, apparently, is to exploit all species in a balanced way and delay radical changes to a time when the scientists know more about the mechanism of the ecosystem — and when fisheries management has developed to a level which allows a higher degree of direct control.

* Fisheries of the European Community is available from the White Fish Authority, 10 Young Street, Edinburgh, EH2 4JQ, Scotland. Prices £2.

ARGENTINA



URUGUAY

Important Argentine Fish Trading Co. (also exporters of frozen fish under own brand) with own quality control organization, seeks contact with large U.K. importers in order to effect exclusive buying agents in the River Plate area.

Interested parties please write by airmail to P.O. Box 5304, Correo Central, 1000 Buenos Aires, Argentine.

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BOAT SHOW BALLOON GOES UP!

THERE was a safety theme on a number of stands at the Earls Court Boat Show held in London earlier this month.

Beaufort Air-See Equipment brought out a safety balloon known as the Hi Buoy. Worn in a case attached to a waist belt, the balloon breaks open and inflates on hitting the water.

Three minutes later the bright orange balloon will be flying 100ft. up attached to the man overboard by a nylon cord.

Beaufort has also produced a new automatically inflated lifejacket designed for commercial use in cramped conditions.

The Offshore Automatic Mk.1 also has ripcord and oral inflation. A prototype of a radar-reflective canopy to fit Yachtmaster lifeboats was shown by Dunlop.

The firm claims that

rafts have been picked up by radar at least even miles away in calm conditions.

The Danish firm S. P. Radio A/S of Aalborg has introduced a new selective calling system.

The Selcall H212 can be used with any vhf receiver and S. P. Radio claims that, by using Selcall, a coastal station can dramatically cut the time often needed to contact individual ships.

Waiting out

At sea, users will no longer have to wait for four-hourly traffic lists before receiving an individual message.

"It's almost like having your own telephone," said a spokesman for the firm. Each vessel has its own call-sign which is transmitted by coastal stations before a message. On decoding its own call-sign, Selcall sounds an alarm.

Linked with dual

watch, Selcall ensures all messages are received unless someone is talking on the set at the time. It works without dual watch if the receiver remains on channel 16.

S. P. Radio hopes all coastal stations will eventually be equipped with the necessary Selcall radio equipment and lists of vessel users.

Amongst new navigation aids on show was the hand-held dummy Corsair compass developed by Fixmaster Ltd. of East Preston, Sussex.

Made of tough plastic, the Corsair can be placed anywhere, free of visual obstruction.

The upper stator of the Corsair allows sightings of an oncoming ship by two horizontal angles. The angles can then be read and plotted as true or magnetic bearings.

M. G. Duff and Partners introduced two new cast anodes for rudder protection.

There is a 4in. dia.

rudder button anode to replace the more expensive, extruded 6in. x 12in. strip models, plus 1in. dia. single-fixing anode as alternative double-fixing version.

Several firms have tended their own engine lines.

Marmad Mac Engines has introduced 72hp flat-four. On the first time, the four is 6in. lower than firm's in-line engine same power.

Sabre Marine has a prototype of its 400hp diesel on show, a marlinised M. unguin at the boat show. The M.A.N. heavy range.

Other new products on show include the MG-507 transmission unit now "Shor" hydraulic steering from South-West.

Borthon Propellers introduced its processed stainless propellers to the market.

Another Danish firm, Helly Hansen, is marketing its fishermen's trousers in the UK.

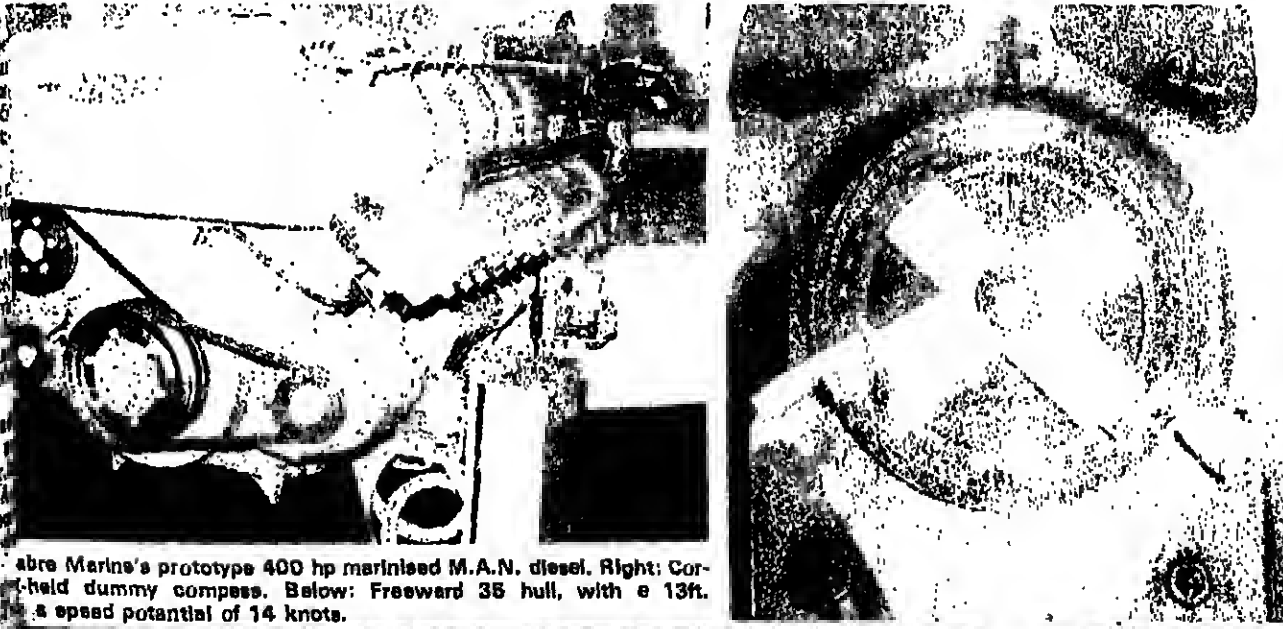
Freeward Marine, Lymington, has recently brought the price of its hull to a competitive level.

The firm is taking orders at a very low price and is very interested in getting the hull taken from 80 to 260.

usually supply the GRP work, and was very interested in getting the hull taken from 80 to 260.

Freeward is supplying hulls in and is very interested in getting the hull taken from 80 to 260.

Freeward is supplying hulls in and is very interested in getting the hull taken from 80 to 260.



Sabre Marine's prototype 400 hp marlinised M.A.N. diesel. Right: Corsair hand-held dummy compass. Below: Freeward 35 hull, with a 15hp, a speed potential of 14 knots.



Irish plea to push out the pursers

A TOTAL ban on purse seining and beam trawling inside Irish national waters has been demanded by the Irish National Salmon and Inshore Fishermen's Association.

The association says that inshore fishermen resent the incursions of bigger, sophisticated vessels into traditional inshore areas.

It said that, to the in-

shoremen, this fear is just as grave as the fear of the bigger boats of the incursions of foreign trawling fleets.

The inshoremen have also asked that a central marketing authority be set up to handle salmon and sea trout, and to restrict the sale of sea trout to the inshore areas.

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For deliveries in Ireland contact: Coastal Fisheries Marine
Plant House, Sandhurst, Co. Cork, Tel: 0404 91

When to
use a
bait bag

"I BOUGHT some lobster
creels recently and they
were delivered with small
mesh of bait strings.

"Most people here who
have seen the bags say that
they are no good.

"I, therefore, do not know
whether to use them or not.

"Could you say whether
bait is less attractive to
lobsters when it is enclosed in
a bag?"

"I think bait is less attractive
to lobsters when enclosed in
a bag of shrimp or fine
mesh nylon netting.

However, if this is true, it
does not mean that bags are
useless. It seems they are just
the opposite in certain cir-
cumstances.

A year or two ago the
Fisheries Development Division
of the Irish Sea Fisheries
Board issued an Advisory
Leaflet called *Lobster Bait*.

It stated that where soft
baits such as fish offal,
herrings, mackerel, limpets,
crushed mussel and swim-
ming crabs are readily
available, the bait bag would
be the answer.

Using a bag ensures that
lobsters and sea vermin
entering a pot can only
squeeze the bait and not
reach it. This can have the
effect of sending lobsters from
the enclosed bait into the sea
to attract more lobsters.

Robert Stewart of
Loesimouth in his book *A
Living from Lobsters* men-
tions another type of bag
which he has used with
success for holding and
prolonging the life of bait.

For catching lobsters he
uses a clear polythene bag
with the corners cut off to
form cigarette-size holes.

He puts the bait in the bag,
rolls it up, and fixes it
between the bait strings in the
creel. He says that by doing
so he can make a box of bait
serve 300 instead of only 40
creels.

Among other advantages,
lobsters are still attracted,
but crabs are not. Catches of
lobsters are therefore greater.
You should try this bags in
some of your creels when you
can get only soft bait, or when
the weather is such that you
are unlikely to be able to lift
them daily, and find out for
yourself whether bagged bait
is as effective as unbaggied
bait.

The two publications in-
clude other useful informa-
tion. The authors of the Ad-
visory Note contend that
lobster fishermen who use
salted bait — herring,
mackerel, conger or skate —
do not work their pots to full
capacity as it is not as effective
as fresh bait.

If this is correct and you
normally bait your creels
more or less exclusively with
say, salted herring which
you have caught during the
winter, you might think
again.

It could pay you to buy and
use fresh bait instead of the
herring.

According to the leaflet, ex-

John Burgess' Log



perimente carried out off the
coast of Donegal showed that
fresh red gurnard is the most
effective of all baits for
catching crawfish.

It is the bait most favoured
there for catching lobsters;
with grey gurnard as runner-
up as it too is tough and lasts
well.

Fresh dabs proved to be ex-
cellent bait and strings of
limpets threaded on wire
achieved satisfactory catches.

Greater quantities of
shellfish were caught when
large instead of small
amounts of bait were used.

Trials did not confirm that
steak bait is more attractive to
lobsters than fresh bait, nor
did they discover any arti-
ficial baits likely to prove
satisfactory.

Earthing by
Dynaplate

"WE ARE completing and
fitting out a 36ft. GRP
hull and will be installing
a radio telephone with an
echo sounder.

"We understand the best
way to earth these in-
struments is to connect earth
leads to the engine block.

"However, yesterday the
owner of a boat about the size
of ours said that it is better to
connect earth wires to a
copper plate about a yard
square, fitted to the hull
below the waterline. Do you
agree?"

"I agree it is better to use
copper or stainless steel fitted
below the waterline.

Connecting earth wires to
the engine block and so to
shaft and propeller provides a
good earth, but can create
problems to do with electro-
lytic action arising from
the electrical loop and
current flowing in the metal.

The existence of such
problems is proved by
some engine manufacturers
declining to guarantee repairs
in Scottish fishing vessels, in
which the radio telephone
and other electrical equip-
ment is earthed to the
engine block.

Although you will avoid
problems caused by electro-
lytic action affecting
metals in stern shaft and
propeller if you fit about four
square feet of copper sheeting
to the hull, there are snags.

To fit one securely so that
it will never come adrift, you
have to penetrate the hull in
many places to insert
fastenings.

It is better to use an earth
called a Dynaplate which
is as efficient a conductor as
a sheet of copper, yet only re-
quires two small holes to be
bored through the hull.

A Dynaplate suitable for
your purpose measures 6 in. x
2 in. and weighs about a
pound.

It consists of an aggregate
of small spheres which are in
electrical contact with each
other and provide the

equivalent of a large surface
area.

In theory, as erosion takes
place, new surfaces are
presented in the sea.

The plate is supplied with
two holes bored through it so
that it can be bolted to the
hull, one gold-plated bolt, one
copper bolt, and a small phial
of silver solder.

Procedure for fitting is to
use the plate as a template to
bore holes through both the
hull and a butt block.

You then coat one of the
countersunk bolt holes in the
plate with silver solder and fit
the gold-plated terminal bolt
through it.

After heating the solder
with matches — to ensure
complete de-hydration and
subsequent maximum con-
ductivity — you bolt the plate
through the hull and butt
block.

When you apply the silver
solution to the terminal lug on
the wire running from the
plate in the radio telephone or
whatever instrument you
wish to earth, and secure the
lug between two gold-plated
nuts on the terminal bolts.

When you have completed
the job you will have a
gold/silver electrical contact,
claimed to be the best of all
and completely trouble free.

Thereafter, as long as you
don't out-foul the plate or let
it get impregnated with mud,

Billingsgate

LAST WEEK'S column started out to be about
mackerel but somehow finished up being about cod.
Let us now try to remedy the matter.

The increasing importance of mackerel can be seen in the
improved care that is being taken in its handling. Mackerel
used to arrive in Billingsgate from less developed ports; small
ports lacking in basic facilities such as ice plants and
without their own box firms.

Nor did the seasonal nature of the fishery, limited by the
range of the small boats then in use, justify the capital ex-
penditure necessary for such a development.

Technological advances, such as navigation equipment
suitable for small boats, improvements in the construction of
the boats themselves including more reliable engines and, on
shore, small scale ice plants, and the production of efficient
fibreglass containers, all made possible the revival of small
ports on our mackerel-producing coast.

Restructuring of the industry, influenced by changes in the
extent of our own territorial waters, was started long before
the closure of northern fishing grounds to our distant water
fleet, turned the ayes of long established catching firms to
the south west and the mackerel.

Improved communications, both motorways and ferries,
meant that the developing breed of refrigerated juggernauts
could distribute the extremely perishable catch quickly and
efficiently.

The general acceptance of freezing and the availability of
smaller freezing apparatus allowed peaks of production to be
ironed out and mechanical kills provided the means for the
production of the new delicacy — hot smoked fillets.

What does this technological revolution mean to
Billingsgate?

It means continuity of supply, no necessary for our own
loyalty. It means improved quality with fish quickly landed,
efficiently handled, well led in new clean boxes, graded and
packed with care.

It means brand naming with peckers, jealous of
reputation, identifying their products with colourful,
designed labelling. It means that smoked mackerel is now
from the delicatessen to the fishmonger, from the
restaurant to the family dining table.

This has not happened overnight, although by the
the fishing industry normally moves, it has been a
let us hope no one will spoil it by over fishing the
or cutting corners and lowering the standards.

you will have a first-class
earth.

You can get Dynaplates
from Bristol Radio Ltd., now
a subsidiary of Marconi
Marine, Eletra House,
Westway, Chelmsford, Essex.

Before I go
full-time...

"I KNOW FROM recent
experience that fishing is
far more profitable than
my own trade. So I want
to go fishing full-time.

"What I want to know is
how to go about it?"

"How do I find out about
registration and regulations
and how do I qualify for a
grant or loan to get a larger
boat?"

"The best plan for you, and
for anyone in a similar situa-
tion, is to consult your local
White Fish Authority
representative about your
plans and prospects.

He can tell you about any
regulations you have to meet
and what you must do to be
eligible for a grant and/or
loan.

The WFA divides the coun-
try into four regions —
northern, eastern, western
and southern. Each area has
a regional officer and one or
more area officers.

As you operate in the
western region, you should
contact your nearest area of-
ficer: Mr. J. Paterson Jones,
5 Fish Trades Building,
Fleetwood, Lancashire.

WFA area officers in the
northern region have offices
at 154 Market St., Aberdeen;
30 High St., Lissiemouth and
4 Bernard St., Leith.

Eastern region officers are
based at 37 West Percy St.,
North Shields and
Womersley Road, Fish
Docks, Grimsby.

The southern region ad-
dress is 2 Battery Green
Road, Lowestoft and 108 Ar-
muda Way, Plymouth.

Wood fleet rebuild
gets underway

GEORGE WOOD
(Aberdeen) Ltd.'s 98-
footer being built by
Richards (Ship-
builders) Ltd. of
Lowestoft is the firm's
first multi-purpose
vessel of stern trawler
layout.

Managing director of
George Wood, William Wood,
told *Fishing News* that the
first *Fishing News*,
December 9, 1977) will be in-
itially geared up for bottom
trawling for white fish, but
will be able to switch to other
methods of fishing if re-
quired.

He said the vessel will be
ideal for fishing the North
Sea and she is scheduled for
delivery at the end of this
year.

The boat will be skippered
by James Wand, who at pre-
sent commands the com-
pany's sidewinder *Admiral
Mountbatten*.

With an overall length of
29.8 m and a stout beam of
4.22 m, the vessel will have

her machinery space forward
and the fishroom arranged in
the mid-body.

Propulsion will be provided
by a Mirreles Blackstone
ESL3 engine rated at 915 hp
and turning a controllable
pitch propeller. Deck
machinery will include a fully
integrated Norwich split
winch system with main
winches, sweep winches and
gillnet winch.

She will be fitted with a 440
V, three-phase, o.c. electrical
system and equipped with a

full range of navigation,
fishing and communica-
tion equipment to latest stan-
dards.

Accommodation for 12 will
be arranged forward and is to
be of a very high standard of
comfort and safety.

The vessel is being built
under the survey of, and will
be classified by, Lloyds
Register of Shipping.

George Wood (Aberdeen)
Ltd., a long-established
family-owned business,
currently operates a fleet of

nine sidewinders all in excess
of 100 ft.

Well over half the Aber-
deen trawler fleet is nearing
the end of its economic life
and a number of other owners
are making moves towards
fleet replacement.

The majority of local
owners feel that vessels just
short of 100 ft. fit the bill.

George Wood (Aberdeen)
Ltd., a long-established
family-owned business,
currently operates a fleet of

HERRING By-Products
Ltd. has been given plan-
ning permission to build a
second 400-ton oil
storage tank at its fish
meal and oil factory at
Brosnay, Shetland.

The planning department
of Shetland Islands Council
recommended refusal on the
grounds that a land around
the proposed tank would only
contain 15 per cent of the con-
tents and there was, there-
fore, a pollution risk.

However, the council
agreed with those members
who said that any part of the
fishing industry willing to ex-
pend should be helped by the
council.

The boat is of a class which
has been operating
successfully out of Scottish
ports and she has begun
working out of Maeduff.

Mr. Rainford explained:
"Fishing is slack here right
now and we are letting her
stay in Scotland because, as
in all new ships, there are one
or two teething troubles to
sort out. She will probably be
running round in Fleetwood at
the end of February.

"She is capable of doing
anything that the 70 ft. Sput-
niks could do and we believe
she is the ideal type for the
Irish Sea."

Deejay was built with the
aid of a £22,000 BEC grant.



JOE TAYLOR (right), managing director of Kelvin engine agents
Seaford Marine of Fraserburgh, presents Skipper George
Sutherland of *San Pour* (FR 212) with a pair of binoculars for
grazing over £200,000 in a year with a Kelvin engine. The
presentation was made at a dinner held in the Alexandra Hotel,
Fraserburgh.

£200,000 YEAR

... Recalling some of the
stories which appeared in
our columns this week 50
years ago.

JANUARY 28, 1928

GRIMSBY trawler crippled
due to shortage of
supplies and water Neap
tide coincides with
southerly wind and it is
only possible to open dock
gates briefly.

SHIPWRECKED Fisher-
men's and Mariners'
Relief Benevolent Society
makes a grant of £21 10s.
6d. to the wives of four
King's Lynn, Norfolk,
fishermen who died in
mystery smog sinking in
The Wash.

GRIMSBY trawler Cor-
monia loses her mast on
homeward journey from
grounds.

CAPTAIN W. Howard
Carrington, pioneer of
Grimsby fishing industry,
dies at Fleetwood.

LARGEST and most
modern fish canning and
preserving factory in
Europe being built in
Gothenburg harbour.

CREWMAN of Grimsby
trawler *Neuhaven* loses
finger and receives 30s.
 (£1.50) compensation a
week. A piece of coal rolled
on to his finger which
then went septic and had to
be amputated.

GRIMSBY fishermen
breaks windows of
Moody and Kelly Co.
because the trawler com-
pany withheld his pay. He
was owed one day's wage
when he broke his con-
tract.

Lord Stewart said that, under
the five-year contract,
Mr. Gordon agreed that after
termination of his employ-
ment he would not work for
three years with any firm, or
with his employer or its sub-
sidiaries, within a radius of
five miles.

Whether Mr. Gordon was
entitled to leave was a matter
the court was not at present
concerned with.

While it was proved a large
proportion of the customers
left in August, four months
before Mr. Gordon ceased
employment, there must be
some doubt whether their
leaving was connected with
his intention to leave.

The former customers had
banded together to set up a
rival organisation offering the
same services and had
judged the decision.

employed all but two of
Caley's employees. Council
had said there was also a total
clean-out, including the
former manager and former
Aberdeen customers.

The new company was run
on co-operative principles
and had intentions of carry-
ing on with or without Mr.
Gordon's services.

Apart from the question of
customers returning, there
was still a business connec-
tion to be protected. This was
the selling by auction of fish
brought overland to Aberdeen
from other ports. This part of
Caley's business continued.

Although his Aberdeen ac-
tivities now ran at a loss, it
did not intend to give up in
the city.

Lord Stewart said he re-
garded it as a matter of
some urgency that they
should have protection and he
granted an interim interdict.

Mr. Gordon said that he
could not comment on the
case until he had seen the
written judgement, but he
added that he would almost
certainly appeal against the
judge's decision.

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38 years constant service to fishermen and their families

1	2
3	4

